

COMMUTER TRAINS

MNR M8
MBTA Bi-level
VRE Bi-level
MTA MARC III
LIRR C-3



Dynamic, is one word to describe the 405 passenger cars being delivered to the Metro-North Railroad and Connecticut Department of Transportation.

MNR M8

The M-8 cars consist of three types of propulsion systems which allow it to operate from Grand Central Terminals third rail, to New Havens' 12kV catenary and beyond to Shoreline East's route 25kV catenary.

Although the complex electrical system goes mostly unnoticed the comfort level of the cars does not with roomier, contoured seats, larger windows and better lighting.

SPECIFICATIONS

CAR LENGTH	85' - 0"
CAR WIDTH	10' - 6"
CAR HEIGHT	14' - 3"
WEIGHT	N/A
MAXIMUM SPEED	100 mph
SEATED PASSENGER	CAR A - 111 CAR B - 101

service was deferred until March 1, 2011.^{[1][12][13]} The first run of the initial 8 car set (consisting of cars 9114, 9115, 9116, 9117, 9112, 9113, 9108, and 9109) originated in Stamford at 10:30am, arriving in Grand Central Terminal at 11:28am. A total of ten 8-car train sets were slated to enter service by the end of the year.^[14]

On May 7, 2011, Kawasaki announced that deliveries of 20 cars of the 80 scheduled to enter service by the end of the year would be delayed due to supply problems; Kawasaki said it would build the cars at a later date and absorb the costs incurred.^[15] At the time of the announcement, 16 cars had entered service, with an additional ten delivered but not yet in service.^[15]

Two months later, an [investigative report](#) by WABC-TV's news operation examined correspondence between Kawasaki and Metro-North over the delays in introducing the cars. At the time it had been claimed the cars merely had [software](#) problems, but the documents reporters obtained under New York's [Freedom of Information Law](#) showed Kawasaki repeatedly asking for deadline extensions over issues such as bad weather and financial difficulties at the company that supplied the onboard toilets. Railroad officials complained in emails reviewed by the channel that some of the requests "defie[d] logic" and were a waste of time. Kawasaki said such multiple delays were "not unusual given the complexity of the cars and suppliers" and were often beyond their control.^[16]

On July 20, 2011, the Connecticut Department of Transportation announced the order of 25 unpowered M8 railcars, with options for up to 25 more, at a cost of US\$93 million to replace the 48 car M6 fleet.^[17]

On October 16, 2012, Metro-North announced that they would be installing 15 weekday and 30 weekend M8 trains to their schedule to accommodate increased ridership.^[18]

On January 29, 2014, the MTA board approved a miscellaneous procurement to purchase three additional M8 cars (one pair and one additional B car; to replace cars lost in the Fairfield Crash), twelve car trucks, spare parts, additional bench test equipment and repairs to four additional M8's. Of the total cost of \$36 million, \$8.4 million will be funded by a credit from Kawasaki in the original contract. The remainder will be funded by Metro-North and ConnDOT.

Current Information [\[edit\]](#)

According to Metro-North, as of December 17, 2014, 391 cars have been delivered to state property; 376 cars have been accepted into regular revenue service rotations. 15 cars (including 11 single car units) are currently being tested or inspected by Kawasaki. As of November 9, 2014, M8s provide 94% of service on weekdays, and all service on weekends. The order is expected to be completed during the first quarter of 2015.^[19]

Technical data [\[edit\]](#)

- Builder: [Kawasaki Rail Car, Inc.](#)
- Car Numbers (Ownership / Type):
 - 9100-9199** (CDOT / Married Pair)

100 cars
 - 9200-9299** (MTA / Married Pair)

100 cars
 - 9300-9399** (CDOT / Married Pair)

100 cars
 - 9400-9421** (MTA / Married Pair)

22 cars
 - 9460-9476** (MTA / Single Car; Even # Only)

9 cars
 - 9500-9519** (CDOT / Married Pair)

20 cars
 - 9560-9590** (CDOT / Single Car; Even # Only)

16 cars
 - 9600-9623** (CDOT / Married Pair)

24 cars
 - 9530/9631 - 9542/9643** (CDOT / Potential Cafe Married Pairs; 95xx Even # Only, 96xx Odd # Only)

14 cars
- Starting Tractive Effort (per car): 135 kN (30,000 lbf), Limited to 67 kN (15,000 lbf)

Cars damaged in Fairfield train crash [\[edit\]](#)

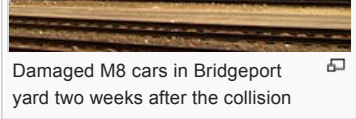
Main article: [Fairfield train crash](#)

At approximately 6:10 PM Eastern time on May 17, 2013, an M8 passenger train was heading east from New York City on Metro-North's New Haven line when it partially [derailed](#), colliding with an oncoming train coming from the New Haven line's east end. The accident occurred between the Bridgeport and Fairfield Metro stations. The cause of the accident is suspected to be a fractured [rail joint](#), though it is still unclear whether the fracture was the



cause of the accident, or if the track was damaged as a result of it. 72 people were injured in the accident, 5 of those being serious injuries.

Though the event was disastrous, no lives were lost. Senator Richard Blumenthal of Connecticut credited the M8 railcars' design with potentially saving lives.^[20]



Gallery [[edit](#)]



Lead Car 9109 being tested in New Haven. This 8 car set was the first in service on the [New Haven Line](#).



Test train in acceptance yard at [New Haven, CT](#).



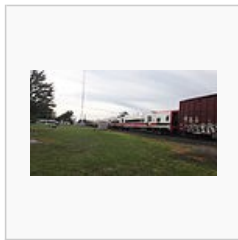
The interior of a Metro North M8 car.



M8 Control Cab



New M8 cars are on display at Grand Central during the Parade of Trains in honor of GCT's centennial



Metro Norths being shipped by [CSX](#) in [Deshler, Ohio, United States](#)

See also [[edit](#)]

- [M1/M3 \(railcar\)](#)
- [M7 \(railcar\)](#)
- [M9 \(railcar\)](#)
- [Metro-North Railroad](#)
- [New Haven Line](#)



Wikimedia Commons has media related to [M8 \(railcar\)](#).

References [[edit](#)]

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